Approved For Release 2002/08/28: CIA-RDP63-00313A000500070048-8

NRO	REVIEW COMPLETED	26 April 1963
	MEMORANDUM FOR:	Assistant Director, OSA Deputy Assistant Director, OSA
	STRUCT :	OSA Summery of Activities for Week Ending 24 April 1963
	Rec	
	the Special Assi Satellite Operat	week Dr. Scoville designated as as astant (MRO)/DER as related to his functions in the closs Center, but MRO feels title should
İ	of Colonel Herro	or of Satellite Operations, ERO Staff. Upon departure in this summer, will become Director of ions, ERO Staff.
: O	IDEALIST/CORONA	
(1	with Itek Labora patterns to conf before constition mission over Chi OSA's proposal t	Colonel Ledford approved an Activity Program for de additional funds for the initiation of a contract tories to study and analyse photographic night light irm camera exposure settings and anticipated results g a COROMA stellar-index camera to a night photo na. This study is being made in conjunction with o begin a nighttime survey of illumination levels of ed in last weeks Sammary of OSA Activities.
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2. As explained in the Sussary of CSA Activities for the week miding 10 April 1963, OSA is working on an approach toincrease the ground resolution of U-2 photography for the Caban requirements. It has recommended that the DD/R grant approval to support the Clil See recommended that the DD/R grant approval to support the Clil Seek 24" f3.5 Panoramic Camera procurement and flight test in a 1-2 aircraft. On 20 April Dr. Secville approved this recommendation, from a CIA point of view, and forwarded the request to NWO saking that approval be granted for the initial procurement of two such that approval be granted for a price for these two cameras which the Parengosky is working on at this time. In the meantime, Development of the parengosky is working with Itek to determine what can be done, and how soon, in preparing two cameras for U-2 use; Mr. Parengosky has asked like to consider the employment of two cameras in one wehicle than providing us with stereo coverage; and is researching the possibility of taking an Itek camera earmarked for CORONA and using it for the U-2 package. If this is possible, we will have to replace the CORONA camera at some later date.	1t 25X1
On 22 April the DDCI approved OSA's request for staff employment status for the Havy in June 1903 at which time he will continue in his present position with OSA in a civilian capacity.	
OXCART	
parallel taxivay and a second run-up pad Planned construction of an additional well and the South response be deferred in order to provide funds for the taxivay and run-up pad. Headquarter is making an additional evaluable for the construction.	25X1
2. Colonel Ledford has agreed that OSA should engage in a definitized plan for the implementation of a prestrike capability, which will include the identification of necessary equipment and technical representative personnel as well as the designation of	l 25X1
staff support personnel required by this operation. of the Programs Staff has been given the responsibility of coordination the planning and implementation of the prestrike program.	
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- 4. Lockheed removed one engine from the OXCAFT vehicles this week due to foreign object demage. This demage occurred in engine #209 during the first engine run on aircraft #126 in spite of maximum efforts with X-ray and inspection. However, aircraft #126 was not subjected to the nacelle shaker treatment presently used in the factory. This shaker did not become available until aircraft #128 nacelles were coming down the production line. It is felt that a large improvement in nacelle classimess will be observed on aircraft #126 and subsequent aircraft. In the meantime, every effort is being taken to preclude further foreign object demage on aircraft #126 and #127.
- 5. The ONCART vehicle activity has been hampered this week by a number of main fuel control malfunctions which resulted in the inability to start one engine, inability to accelerate to idle on another engine, and inability to stabilize engine speed on still another. The suspected hydraulic pump failure investigation has shown that the start bleed pilot valve binding was the reason for the engine failing to accelerate to idle. All control system investigations required removing engines from aircraft to check controls, however, one of the engines has been returned to service.
- A second test of the walk-around sleeping bag conducted at this week found the subject bag unsatisfactory by two users. However a "musey" bag found in auryival kits of Century Series A/C, which is packed with fiber glass container and is extremely compact, was found to be very comfortable. It is now suggested that we sacrifice "walk-around" capability and use the latter bag for A-12 operations.

1. Regarding the manning problem at how requisitioned mix military details who should be in place by July 1963, and is following through on the request

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act of Air Force programs must be taken into account and the Force share of the manning must be clearly defined. 3. The engine-sirframe problems which are currently critical are holding up the overall OXCART Program consist of: a. Duct air flow mismatch. b. The spike scheduling. c. The fuel control inconsistency. d. The possible duct dimensional problems as regards area, shape and flow distortion. e. The duct roughness which is preventing reliable restarts and thus hindering investigation of problems "a" thru "d". of these problems are being rigorously attacked by both Lockheed Fratt and whitney. Chief, Programs Staff (Special Activities) tribution: y 1 - AD/OSA 2 - DAD/OSA 3 - ED/OSA 4 - PS/OSA 5 - RS/OSA 6 - RS/OSA	of of Air Force programs must be taken into account and the force share of the manning must be clearly defined. 3. The engine-sirframe problems which are currently critical are holding up the overall ONCAST Program consist of: a. Duct air flow mismatch. b. The spike scheduling. c. The fuel control inconsistency. d. The possible duct dimensional problems as regards area, shape and flow distortion. e. The duct roughness which is preventing reliable restarts and thus hindering investigation of problems "a" thru "d". of these problems are being rigorously attacked by both Lockheed Prett and Whitney. Chief, Programs Starr (Special Activities) cribution: (1 - AD/CSA 2 - DAD/CSA 3 - EN/CSA 4 - PE/CSA 5 - PE/CSA 6 - RB/CSA	• •	San Sal			
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